IN THE SPECIFICATION:

Please replace the paragraph that begins at line 20 of page 1 with the following amended paragraph.

Continuously variable transmissions (hereinafter referred to as a CVT) are known, which substantially comprise an input shaft; and a drive pulley connectable to the input shaft and comprising two half-pulleys defining a V groove of variable size to vary the wind diameter of a V belt. The pulley is located between a friction disk, connected rigidly to the input shaft, and a disk push plate angularly fixed ~~integral with~~ but axially slidable with respect to the input shaft.

Please delete the paragraph that begins at line 18 of page 3 with "According to the present invention, there is provided..."

Please replace the paragraph that begins at line 20 of page 4 with the following amended paragraph:

More specifically (Figure 2), drive assembly 5 comprises a sleeve 15 fitted to input shaft 2 in rotary manner and with a limited amount of axial slide. A first half-pulley 6a is fixed rigidly to, e.g. ~~integral with,~~ connected to a first end 16 of sleeve 15 facing flywheel 10, and is therefore hereinafter referred to as "fixed half-pulley 6a"; and half-pulley 6b (hereinafter referred to as "movable half-pulley 6b") is fitted in axially-sliding manner to sleeve 15 to vary the width of groove 8 defined by half-pulleys 6a and 6b, and therefore the work diameter of belt C. The relative movement between half-pulley 6b and sleeve 15 is

limited both axially and tangentially by a number of pins 18 projecting radially from and equally spaced angularly about sleeve 15, and which engage respective slots 19 formed in movable half-pulley 6b.

Please replace the paragraph that begins at line 20 of page 6 with the following amended paragraph:

A further spring 39 ~~31~~, coaxial with sleeve 15 and compressed axially between half-pulleys 6a and 6b, may be used in the event the action of spring 20 is not sufficient. More specifically, spring 39 ~~31~~ restores half-pulleys 6a, 6b to the maximum-distance position when the vehicle is braked sharply, in which case, pulleys 6 and 7 may not make the number of turns necessary to vary the wind diameters of the belt.

Please replace the paragraph that begins at line 28 of page 6 with the following amended paragraph:

A friction disk 24 is fitted in angularly free manner to a flange 29 connected to ~~integral with~~ fixed half-pulley 6a, is interposed axially between flywheel 10 and fixed half-pulley 6a, and comprises two peripheral annular friction face seals 25 and 26 facing a friction surface 14 of flywheel 10 and a friction surface 27 of fixed half-pulley 6a respectively. Friction disk 24 is maintained contacting friction surface 27 at all times by an annular spring 28, e.g. having an undulated or cup-shaped profile, interposed axially between friction disk 24 and a shoulder 30 of flange 29.

Please replace the paragraph that begins at line 14 of page 7 with the following

amended paragraph:

Sleeve 15 of drive assembly 5 is supported radially and in axially free manner on input shaft 2 by two supports 31, 32. One of the two supports (31) is defined by a bushing made of low-friction material; and the other (32) conveniently comprises a free wheel, which connects sleeve 15 ~~integrally~~ to shaft 2 when the shaft tends to slow down with respect to it, e.g. when slowing down or going downhill (engine brake).

Please replace the paragraph that begins at line 22 of page 7 with the following amended paragraph:

Drive assembly 5 is subjected to axial thrust by a spring 34 surrounding input shaft 2 and compressed between a shoulder 35 of input shaft 2 and drive assembly 5, more specifically a thrust ring 33 which slides along input shaft 2 and rests axially against a shoulder 36 ~~integral with~~ connected to the end 37 of sleeve 15 opposite end 16, so as to keep seal 25 of friction disk 24 detached from friction surface 14 of flywheel 10. A stop ring 38 ~~31~~, fixed to input shaft 2, defines the limit position of drive assembly 5 under the action of spring 34, so as to ensure a minimum axial clearance S between seal 25 and friction surface 14.

Please replace the paragraph that begins at line 21 of page 10 with the following amended paragraph:

Weights 68 are secured to rotate with and slide radially with respect to movable half-pulley 6b in conventional manner, e.g. by means of prismatic guides (not shown) ~~integral with~~ connected to movable half-pulley 6b. Weights 68 are also secured elastically to movable half-pulley 6b by respective pairs of pull springs 69 (shown schematically in Figure 2), which

exert inward radial pull on weights 68 to keep them in radial contact with rings 63, and exert axial pull towards wall 67 of push disk 65 to prevent undesired contact between weights 68 and wall 46 of reaction disk 45.

Please replace the paragraph that begins at line 5 of page 11 with the following amended paragraph:

When the engine is idling (Figure 2), spring 34 keeps drive assembly 5 in such a position as to disengage clutch 12, i.e. with shoulder 36 resting axially against stop ring 38 ~~31~~, and with friction disk 24 detached from flywheel 10.

Please replace the paragraph that begins at line 16 of page 12 with the following amended paragraph:

The axial movement of drive assembly 5 eliminates the initial axial clearance S between friction disk 24 and friction surface 14 of flywheel 10, so that drive assembly 5 is connected to ~~made integral with~~ flywheel 10, and therefore with input shaft 2, thus starting up the vehicle.

Please replace the paragraph that begins at line 24 of page 13 with the following amended paragraph:

If the accelerator is released, so that the engine runs at minimum speed, the vehicle drives the engine which acts as a brake. At this stage, free wheel 32 overoperates, and fixed half-pulley 6a is ~~made integral with~~ connected to input shaft 2. Half-pulley 6b is now the driver, and pins 18 move into contact with the sloping sides 19c of respective slots 19, which

define respective deceleration cams (position 18C in Figure 6). A contact force F is thus generated, the axial component Fa of which increases the axial contact force between half-pulleys 6a, 6b and belt C. Compensating device 13 therefore enables compression of the internal combustion engine to be put to full use for braking, by preventing belt C from slipping with respect to the sides of half-pulleys 6a, 6b.